

WITNESS TESTIMONY OF CONRAD B. HARRISON COM-
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SALT LAKE CITY, UTAH

As I have become more and more involved with the daily operations at Salt Lake City International Airport, I have long since recognized the acute need of additional trunkline air service. We have a most pressing, almost desperate need for additional trunkline service that will be competitive with the only two major lines (United and Western) which provide monopoly service to Salt Lake City and the Mountain West and that will connect us with many important Eastern Markets that are now almost inaccessible. As the Eastern markets, United, alone, is grandfather monopolist carrier, and Salt Lake City Service Area is dependent on it entirely for its eastern long-haul needs. May I first call your attention to the past eight years of a 20-year (1949- through 1968) traffic report at Salt Lake City International...

Here we find that passenger traffic has more than tripled in the seven years since the present terminal building was opened in 1961, and has almost doubled in the three years since 1965.

In 1961 the total deplaned (305,588) and enplaned (319,145) passengers was 624,733. In 1965 the total had grown to 1,013,992, with 503,391 deplaned and 510,601 enplaned passengers. Last year, in 1968, the total figure reached 1,908,179, with 945,662 in and 962,517 out passengers.

Even more impressive has been the rise in airmail and freight traffic. Incoming airmail totaled 2,484,393 pounds in 1961, 4,539,554 in 1965 and 5,951,166 in 1968, while outgoing airmail totaled 2,519,007 in 1961, 6,560,884 in 1965, and 15,667,065 in 1968.

Incoming freight business climbed from 1,573,189 pounds in 1961 to 10,698,066 in 1965 and 16,125,903 pounds in 1968, while outgoing freight increased from 3,200,947 pounds in 1961 to 6,852,130 in 1965 and 4,643,427 in 1968.

To meet the great bulk of this rapidly expanding traffic Salt Lake City has but two trunklines, only one of which is transconti-

ental in operation, and two local or regional service carriers.

Yet it will be noted in exhibits 1131-39 that Birmingham, Alabama, with comparable has three trunklines and one local service carrier; Columbus, Ohio, with less traffic and comparable population and growth has five trunklines and two local service carriers; Dayton, Ohio, with considerably less traffic, comparable growth and population, has four trunklines and one local service carrier; Louisville, Ky., comparable in all but growth (which is lesser) has four trunklines and three local service carriers; Memphis Tenn., comparable in most respects, is served by five trunklines and two local service carriers; Phoenix, Ariz., four trunks and two locals, and San Antonio, Texas, four trunks and one local.

Such discrimination would appear to have little or no reason or purpose. To provide needed service for the airports mentioned, and others, while ignoring the trunkline service needs of a rapidly growing facility such as Salt Lake City International Airport only makes the service of all, as it connects with the Mountain West market, more difficult and inadequate for the user.

Press release--C.A.B. meeting

"SALT LAKE CITY SERVICE AREA HAS BECOME A SUBORDINATE FEEDER MARKET FOR OTHER MAJOR AREAS."

Utah's governor, Calvin L. Rampton, was the first of many witnesses to testify before the C.A.B. hearings on Utah's application for competitive international air service from Salt Lake City.

Governor Rampton maintains that, "Salt Lake City's future in the east-west international non-stop air service hangs in the balance of the C.A.B.'s Utah case." "Salt Lake City is the hub," stated the governor, "of an intermountain area touching on seven western states." He said, "It is urgent, in my judgment, that the international non-stop air service to the primary markets at issue in this investigation be strengthened through the introduction of additional competitive trunk line carriers."

The governor was referring to the primary areas of New York, Chicago, Washington D.C. and the San Francisco-Oakland-San Jose region. "Competitive trunk line carriers" refers to major non-subsidized lines providing through service.

The Utah case before the C.A.B. contends that the Salt Lake area is one of the primary markets in distribution centers for a four-state area of Utah, eastern Nevada, southern Idaho, western Wyoming as well as parts of Montana, New Mexico and Arizona. Throughout the testimony submitted to the Civil Aeronautics Board is the theme that Utah is the "Hub of the West." Governor Rampton expressed concern that, "unless Utah can obtain additional trunk line carriers the Salt Lake City service area will remain a subordinate feeder market for other major cities in the west;" ie., Denver, San Francisco-Oakland and Los Angeles."

Governor Rampton told the C.A.B. examiners that one of the major factors of his administration has been the development of Utah's recreational and industrial potential. He said, "Millions of people visit the state annually for summer and winter sports, for vacationing in our many national forests and in general to enjoy our many scenic attractions." This recreational opportunity has established a growing major industry for Utah and it is well in need of better transcontinental non-stop ties with other sections of the country, specifically the cities at issue in this investigation. New competitive trunk line service into the Salt Lake City market area from one or more markets at issue will not only enhance and substantially encourage the growth of the recreational and industrial sectors in Utah, but it will make Utah directly accessible to the population centers of this country--"To enable her to compete as an equal in the market place of the world."

These reports and comments are purely informative and do not necessarily reflect the policies of the Salt Lake Area Transportation Study Group, the Provo Area Transportation Study Group, the Ogden Area Transportation Study Group or any federal, state, city or local agency cooperating in the continuing study of transportation.

TO:

FROM:
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STATE OFFICE BUILDING
SALT LAKE CITY, UTAH